

The Hong Kong Telegraph.

No. 128.]

HONGKONG, THURSDAY, NOVEMBER 10TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship
"JAPAN,"
Captain T. S. GARDNER, will be des-
patched for the above Ports, TO-
DAY, the 10th instant, at THREE
p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 5th November, 1881.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through cargo
to New Zealand).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"MENMUIR,"
will be despatched as above, on
SATURDAY, the 19th November, at
12 Noon.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th November, 1881.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship
"ARRATOON APCAR."

Captain A. B. MacTAVISH, from
Calcutta, Penang, and Singapore.

The above steamer having arrived,
Consignees of Cargo by her are hereby
requested to send in their Bills of
Lading to the Undersigned for coun-
tersignature and to take immediate
delivery of their Goods from along-
side.

Cargo impeding her discharge or
remaining on board after the 12th
instant, will be landed and stored at
Consignee's risk and expense and no
Fire Insurance will be effected.

Consignees are hereby informed that
any claims must be made immediately,
as none will be entertained after the
14th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 7th November, 1881.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by
Public Auction (if not pre-
viously disposed of by Private contract)
on board the Steamer, as she now lies
in Hongkong Harbour, at Noon, on
SATURDAY the 12th November,
1881, the Paddle-wheel River Steamer
"SIR JAMSETJEE JEEJEEBOY."
Intending purchasers are informed
that the Steamer will be sold in
ONE LOT.

Including the Hull, Engine, Boiler, &c.
TERMS.—CASH ON THE FALL OF THE
HAMMER. The Steamer to be at Purch-
aser's risk on the fall of the hammer.
A steam launch will convey intend-
ing purchasers on board the steamer,
starting from the Wharf opposite the
P. & O. S. N. Co.'s Office at 11.45 a.m.

For further particulars apply to
H. N. MODY,
Auctioneer.
Hongkong, 3rd November, 1881.

Intimations.

RECORD of AMERICAN and
FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

OFFICES WANTED.

OFFICES WANTED, for a term
of years, on the QUEEN'S ROAD
or near it; must have good daylight.
Address, stating situation, rent, and
when vacant, B. E. J., office of this
Paper.
Hongkong, 4th November, 1881.

Intimations.

CITY HALL.

THURSDAY AND SATURDAY,
November 10th and 12th.

GLORIOUS SUCCESS.

UNPRECEDENTED IN THE ANNALS
OF ENTERTAINMENT.

THE VERDICT OF ONE OF THE LARGEST
AUDIENCES EVER SEEN IN HONGKONG.

WILLARD'S WANDERERS'
COMPANY.

will appear as above.

MISS ANNIE BERESFORD,
Soubrette, Vocalist, and Danseuse.

MISS VERA LYLE,
Burlesque Actress & National Vocalist.

MISS CONSTANCE CARLTON,
was with S. and Soubrette.

MISS SISTERS CARLTON,
Dialect and Society Sketch Artistes.

MISS ALICE VERNIE,
Scrio, Danseuse, and Pianiste.

MR. PEMBERTON WILLARD,
Character Comedian, Instrumentalist,
and Terpsichorean Artiste.

MR. NEIL CARLTON,
Eccentric Lead.

The following Répertoire will be
selected from during our stay here:—

Forty Thieves (Burlesque); Robbing
Roy, or, Scotch but not Kilt (Bur.)

Don Juan Junior (Bur.); Joan of
Arc (Bur.); Liz (Drama); Pygmalion
and Galatea (Com.)

Under the Rose, Sweethearts, &c., &c.

Dress Circle and Stalls.....\$2.00
Pit.....\$1.00

Soldiers in uniform Half-Price to
Back Seats only.

Doors open at 8.30, to commence at
9 p.m.

Proprietor & } Mr. PEMBERTON W.
Manager..... } WILLARD.

Reserved Seats and Plan to be seen
at Messrs. Kelly & Walsh's.

Ladies unaccompanied by Gentlemen
cannot be admitted.

Hongkong, 8th November, 1881.

TELEPHONES.

IN the erection of these valuable
INSTRUMENTS communicating from
house to house, whether privately or
through a Central Exchange, no ob-
struction of the Public Streets or in-
fringement of Public rights is of neces-
sity made, nor is the granting of any
monopoly for this use in this Colony
now to be apprehended. All Persons
who have not as yet inspected their
working are INVITED to call at the
office of the Undersigned, No. 12,
Queen's Road Central, whence the
SYSTEM in course of construction has
been extended for a considerable dis-
tance.

INSTRUMENTS similar to that exhibited,
and wires connecting the offices of all
Subscribers with each other through a
Central Station, will be provided and
kept in order at rates already adver-
tised, and Private lines by special
arrangement.

For all further Particulars, apply to
R. G. ALFORD,
Surveyor, &c.

12, Queen's Road, Central,
Hongkong, November 8th 1881.

J. AND R. TENNENT'S SALE and
PORTER.

DAVID CORSEAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown

ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881,

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.
Hongkong, 18th October, 1881.

Intimations.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,

Jewellers, Silver-smiths, and
Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;

awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL.

Afong, Photographer,

HAS A LARGER COLLECTION OF
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

TUITION IN THE FRENCH
LANGUAGE,

by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)

by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.

Hongkong, August 30th 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.

A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,
and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW
HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every
description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest
Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Arti-
cles suitable for presents, from the
Grand Magasins du Louvre.

Piessé & Lubin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality
at extremely low prices.

Note the address, 48, Queen's-road
Central.

Hongkong, 15th June, 1881.

For Sale.

By SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,
AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast OLARETS in quarts and
pints. After Dinner OLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LABOSE, LEOVILLE OLOS DE
MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, OURAÇO, MARASCHINO.

Price list on application.

SAYLE & CO.'S SHOWROOMS.

WINTER FASHIONS.

SAYLE & Co. intend making their
SECOND SHOW

T-O-MORROW, NOVEMBER 1st,

and following days.

All NEW GOODS—Special Novelties for the Season direct from
Paris and London.

MILLINERY AND DRESSMAKING IN ALL ITS BRANCHES.

N.B.—The CHRISTMAS TOYS have arrived, also a variety of TENNIS
BADMINTON, and CROQUET SETS.

VICTORIA EXCHANGE,—HONGKONG.

Hongkong, 31st October, 1881.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION,
AMERICAN CIGARETTES.

CAPORALS, } In boxes of 500 for \$4.00.
SWEET CAPORALS,
HALF CAPORALS.

TURKISH CIGARETTES, ODESSA CIGARETTES,
MALTESE CIGARETTES.

CIGARETTE PAPER.

JOB, PAPIER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS.

MANILA CIGARS AND CHERROOTS.

PRINCESSAS, in boxes of 500. LONDRES, in boxes of 100.

CAVITES, in boxes of 500. VEGUEROS, in boxes of 100.

PENANG CIGARS.

GENERAL PELS, in boxes of 100.

TOBACCOS.

HAPPY THOUGHT. } STAR MIXTURE.
GOLDEN EAGLE. } DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.

SAMSON, in 1lb. and Half-pound Tins.

SMYRNA, in 1lb. and Half-pound Tins.

KELLY & WALSH,—QUEEN'S ROAD.

Hongkong, 29th October, 1881.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 10TH NOVEMBER, 1881.

ON whose responsibility and on what grounds are the steamers sailing under the flag of the China Merchants Steam Navigation Company permitted to leave this port, carrying passengers, without previously undergoing the Government survey according to Ordinance No. 8 of 1879? We presume there will be no difficulty in admitting that the China Merchants Company's steamers do leave this port regularly, carrying more than twelve passengers, which is the number prescribed by ordinance, and that these vessels do not undergo the survey laid down by law! For this omission there must be some person responsible; for this unsatisfactory state of things there must surely be some remedy! It is clearly apparent to us that if this particular Company's steamers are exempted from the provisions of Ordinance 8 of 1879, they are enjoying a very great and valuable privilege, which is denied to steamers belonging to other companies, and sailing under other flags, a piece of unjustifiable partiality which demands some satisfactory explanation in the interests of our shipping community.

Let us first consider the law of the case. The Merchant Shipping Consolidation Ordinance of 1879 provides for a survey of all steamships of 50 tons and upwards. Section V. applies "To all foreign steamships of 50 tons and upwards being within the waters of the Colony and carrying more than twelve passengers from the Colony, and which have not from their own country, or the country from whose flag they may have been transferred, or from any British port, survey and other certificates equivalent to those required in the case of British ships. Provided that in the event of any question arising as to the sufficiency of any foreign certificate to protect the steamship holding the same from survey under this section, such question shall be referred for settlement to the Governor in Council, whose decision thereon shall be final." There can be no manner of doubt whatever that the vessels of the China Merchants Steam Navigation Company which use Hongkong either as a terminus or as a port of call, carrying passengers to and from the colony, come within the ordinance we have just quoted. The Governor is authorised to appoint from time to time as many Government surveyors for the purposes of the ordinance as he may think proper; and to appoint the duties, with power to remove any, or all of them, and to fix and alter the remuneration to be received by such surveyors. The responsibilities and duties of the surveyors are plainly laid down at length, and we

now transcribe the paragraphs which appear to us to meet the case under discussion so that our readers may know exactly how far we are justified and supported by the laws of this colony in calling attention to what we consider a very grave irregularity:—

It shall be lawful for the said surveyors in the execution of their duties to go on board any steam-ship to which this section applies, at all reasonable times; and to inspect the same, or any part thereof, or any of the machinery, boats, equipments, or articles on board thereof, or any certificates of the master, mate, or engineer, to which the provisions of "The Merchant Shipping Acts, 1854 to 1876," or any Ordinance, or any of the regulations made, or to be made under the said Merchant Shipping Acts, or such Ordinance for the time being in force in this Colony apply, not unnecessarily detaining or delaying the ship from proceeding on any voyage, and, if in consequence of any accident to any such ship or for any other reason they consider it necessary so to do, to require the ship to be taken into dock for the purpose of surveying the hull thereof; and any person who hinders any such surveyor from going on board any such steam-ship, or otherwise impedes him in the execution of his duty under this Ordinance, shall incur a penalty not exceeding twenty-five dollars.

The said surveyors shall execute their duties under the direction of the Governor, and the Governor may make regulations as to the manner in which the surveys hereinafter mentioned shall be made, and as to the notice to be given to the surveyors when surveys are required, and as to the amount and payment of the fees due and of any expenses incurred by such surveyors in the execution of their duties, and may thereby determine the person by and to whom and the conditions under which such payment shall be made.

Every surveyor who demands or receives directly or indirectly from the owner, agent, or master of any ship surveyed by him under the provisions of this Ordinance, or from any other person any fee or remuneration whatsoever for or in respect of such survey, shall incur a penalty not exceeding two hundred and fifty dollars.

The owner, agent, or master of every steam-ship being within the waters of the Colony, shall, where such steam-ship comes within the meaning of this section, cause the same to be surveyed by one or more of the Government surveyors; and such surveyor or surveyors shall thereupon, if satisfied that he or they can with propriety do so, give to such owner declarations as follows:—

A declaration of a Government surveyor shall contain statements of the following particulars, that is to say:—

That the boats, rafts, life buoys, or other appliances for saving life, lights, signals, compasses, and shelter for deck passengers, and the certificates of the master and mate or mates, are such and in such condition as required by law.

The time (if less than twelve months) for which the said hull and equipments will be sufficient;

The limits (if any) beyond which as regards the hull and equipments, the ship is, in the surveyor's judgment, not fit to ply;

That the boilers and machinery of the steamship are sufficient for the service intended, and in good condition;

The time (if less than twelve months) for which such boilers and machinery will be sufficient;

That the safety valves and fire hose, when requisite, are such and in such condition as are required by this Ordinance;

The limit of the weight to be placed on the safety valves;

The limit (if any) beyond which, as regards the boilers and machinery, the steam-ship is, in the surveyor's judgment, not fit to ply.

The requirements of this Ordinance are laid down so clearly that there can be no possibility of a misconception as to the meaning conveyed by the extracts from Section V. quoted above. We are therefore justified in asking the question—have these steamers been regularly surveyed in accordance with law? A general impression is abroad throughout the Colony that they have undergone no government surveys whatever, and it is just as well for the interests of all parties concerned that the actual truth of the matter should be publicly known. It is a matter of fact that some of the China Merchants Co.'s steamers have been running to and from Hongkong for many months past, without the hulls of such vessels having been in any way examined.

Not one of these steamers has been docked in Hongkong; so we cannot really understand how any surveyor could conscientiously make a declaration

that their hulls are in good condition, and sufficient for the service which is intended. This is a necessity plainly laid down in the Ordinance, and we should like to know why this very necessary examination has hitherto been avoided. We understand there is only one Government Marine Surveyor in Hongkong. If this gentleman's time is so much occupied that he cannot attend to these steamers, we respectfully submit that it is the duty of H.E. the Governor, in accordance with the powers conferred on him by par. 4 of section V., to appoint a sufficient number of qualified persons to properly carry out the provisions of the Act.

The Spanish steamer *Romulus* was docked at the Cosmopolitan Dock this morning.

We observe from *L'Independant de Saigon* of October 17th, that the Russian steamer *Catherine II.* had arrived at that port from Antwerp with four new waggons and three locomotives for the Steam Tramway Company. The locomotives which have been named Saigon, Cholon, and Le Myre de Vilers, weigh about ten tons each. The line, which will run from Saigon to Cholon, is expected to be completed before the end of the present month.

The house property mania, as we predicted long ago would be the case, has died an unnatural death, and become one of the humbugs of the past. So has the dodge of trying to raise money on mortgages of properties which did not actually belong to the would-be borrowers. These bare-faced swindles would not have imposed on the community so long as they did, had they not been bolstered up by interested smug-faced Europeans, some of whom are reported to have made a good thing out of public credulity. Mr. Arthur Ockon, alias Sir Roger Tichborne, would appear to be not the only individual who believes in the principle that those who have brains and no money (rogues), are justified in preying upon those who have money and no brains (fools).

In connection with the rabid speculations in house property which disgraced our commercial system a short time ago, an incident was related to us the other day, which amused us highly. It appears that a certain well-known merchant and commission agent, celebrated alike for his widely advertised public spirited philanthropy, and offensively vulgar manners, took it into his head to have a share of the good things which were flying round. In fairness we must own that he may possibly have registered a vow that the proceeds of his investment would be charitably bestowed, either on a deserving public institution, or some friendless and unprotected female—although of course we cannot affirm that such was the case. However the plunge was made, a so-called desirable property was purchased (at about three times more money than our enterprising philanthropist ever possessed) and the bargain money duly paid. All went merry as a marriage bell at first, and the desirable messuages and tenements were re-sold to a Celestial at a clear profit of some six or seven thousand dollars. This looked well for the charitable institution, or unprotected female above alluded to, and on the strength of his successful "spec" the eminently accomplished one recklessly invested in a new suit of tweed, and a necktie combining all the colours of the rainbow, which created quite a sensation in the Queen's Road. A friend of ours many years ago took a long shot about Blue Gown for the Derby of 1868. How Sir Joseph Hawley's well planned coup came off is a matter of turf history, and the gentleman we refer to was so elated that on the evening after the race he sumptuously entertained his friends at a cost of over twenty pounds. He had won a lot of money; but the bookmaker did not show up at the Corner on settling day, so the backer never received a single cent. And so it was with the hero of our tale. The Chinese nobleman who purchased the property (on spec) failed to find another duple, and as he did not possess a hundred dollars in the world, the bargain was no bargain after all, and—Lord Ullin "was left lamenting." Tableau!

From a telegram received by Signor Corti yesterday, we learn that the Italian Opera Company is expected to arrive here in the middle of December.

According to the *Courier*, information has been received in Shanghai stating that the appointment of Tuo to the Viceroyalty of Nanking is officially announced in the *Peking Gazette*. Our correspondent at Peking makes mention of the fact in a letter which appears in another column.

The *Japan Gazette* states that Mrs. Hurst (Miss Marion Linden) left by the *Mutassa* for Australia. She arrived there a few months since with the Carandini opera troupe, and it is to be regretted that the limited population of Yokohama has prevented that extension of support which would have induced so accomplished an artist to remain.

The programme for the Hongkong Races of 1882 has just been issued, and we shall publish it in full in our next number. Twenty-six races are distributed over the three days, eight on the first and second, and ten on the third day. The Welsh Cup, value 200 Guineas, which we announced, on the authority of Mr. Paul, that Mr. W. Kerfoot Hughes was to present to the Race Fund, is absent from the programme. For what reason we know not. The Exchange Plate has taken the place of the old German Cup, and the new German Cup is confined to subscription griffins, the distance being altered to a mile and a quarter. The subscription ponies are well cared for, four races being specially allotted to them, and in other races they receive allowances. This is certainly as it ought to be. The Stewards evidently wish to discourage local amateurs from riding at the races. In one race, the Victoria Plate, jockeys that have never had a winning mount in Hongkong or China before this meeting are allowed 10 lbs. This race is over a distance of four furlongs. Ten pounds more or less in a half mile race is well known to mean practically nothing. If the Stewards desired to place their veto upon local amateurs they might have found a somewhat more dignified and less absurdly sarcastic method than this. We have tried our hardest to induce these gentlemen to look at this matter of *bona fide* amateur jockeys from a sportsman-like point of view, and we have failed. Doubtless they believe they know best. *Nous verrons!*

We have often wondered why a greater number of Hongkong residents do not regularly avail themselves of the pleasures to be derived from a trip to the neighbouring colony of Macao. Throughout our long and trying summer, an occasional run over to the Holy City, where the evenings are invariably cool and pleasant, is practically like taking a new lease of life. In the winter season the vicinity of Macao affords the best shooting to be found in this neighbourhood. Snipe, quail, teal, wild duck, and other game are plentiful in season, and the shooting grounds are easily accessible. By the Steamboat Company's daily packet Macao can be reached in a little over three hours, and the run across is a most enjoyable one. Leaving Hongkong on Saturday afternoon at 2 o'clock our destination is reached shortly after 5, when arrangements for a good day's shooting can be made in comfort, and without difficulty. If preferred, a steam launch can be chartered in Hongkong, so that sportsmen can suit themselves as to time of leaving and returning. The *Kaiser* is a safe, comfortable boat, and there are other launches almost equally suitable. As Castle Peak and Deep Bay have been so frequently shot over that scarcely a vestige of game remains, we can confidently recommend knights of the trigger to try Macao. We have heard people say that the reason they so seldom visit the Portuguese colony is on account of the indifferent Hotel accommodation. Such has not been our recent experience. Some years ago the accommodation was certainly not first-class; but the rival hotels in Macao have, as is generally the case where there is competition, much improved of late. During a recent visit we stayed at the Macao Hotel, kept by Mr. A. de Silva Telles, and a better table, more comfortable rooms, and a more courteous and obliging landlord, we have never met in the Far East.

AMOY RACES, 1882.

The following is the Programme of the three days' sport at Amoy, the meeting having been fixed to be held on Monday, Tuesday, and Wednesday, 9th, 10th, and 11th of January. Entries close on 23rd December at 6 p.m.:

FIRST DAY.

- 1.—THE GRIFFIN PLATE.—A Sweepstakes of \$10 each (half to the fund) with \$100 added. 1 mile. Weights as per scale. For all Ponies that have never run at any meeting.
- 2.—CHAA-SZE CUP, Presented.—Value \$... 1 mile. For all Ponies. Weights as per scale. Entrance \$5. Three to start from opposing stables or no race.
- 3.—KULANGSEU CUP, Presented.—Value \$... 2 miles. For all Ponies. Weights as per scale. Entrance \$5. Three to start from opposing stables or no race.
- 4.—HACK STAKES.—Value \$50. Once round and a distance. For all Amoy owned Ponies not otherwise entered at this meeting. Entrance \$5. Weights 12 stone.
- 5.—THE RACING STAKES.—A Sweepstakes of \$5 each with \$50 each added. 1 mile. For all Ponies. To be ridden by residents of Amoy and/or Formosa. Weights 11st. 7lbs. Entrance \$5.
- 6.—THE HAIKWAN CUP.—Presented, value \$... 1 mile. For all Ponies first raced as Griffins at Amoy. Weights as per scale. Winners of one race at this meeting 7lbs. extra. Entrance \$5.
- 7.—THE JOCKEY CUP.—Value \$50. 1 mile. Catch weight over 11st. For riders who have never had a winning mount previous to this meeting. Entrance \$5.

SECOND DAY.

- 1.—BANKERS' PLATE, Presented.—Value \$... 1 mile. For all Ponies. Weights as per scale. Winner of CHAA-SZE CUP 14 lbs. extra, of any other Race 7 lbs. extra. Penalties not accumulative. Entrance \$5.
- 2.—THE CHALLENGE CUP.—Value \$250. 1 mile. Weights as per scale. For all Amoy owned Ponies. To be won two consecutive years by a Pony or Ponies the *bona fide* property of the same owner or owners. Entrance \$10.
- 3.—THE RAJA'S CUP, Presented.—Value \$... 2 miles. For all Amoy owned Ponies. Weights 11 stone for 18 hands, give and take 3 lbs. per inch. Winner of KULANGSEU CUP 7 lbs. extra. Entrance \$5. To be ridden by residents of Amoy and/or Formosa and/or Fochow.
- 4.—THE BUND CUP.—(Handicap).—Presented.—Value \$... with entries up to \$50 added. For all Ponies. 1 mile. Entrance \$5. To be handicapped by the Stewards after the first day's racing.
- 5.—THE COAST CUP, Presented.—Value \$... 1 mile. For all Ponies. Weights as per scale. Winner of CHALLENGE CUP 10 lbs. extra, of CHAA-SZE CUP 5 lbs. extra or if of both 14 lbs. extra. Entrance \$5.
- 6.—THE TEE MAU-CHIN CUP, Presented.—Value \$... 1 mile. For all Griffins previously run and beaten at this meeting. Weights as per scale. Entrance \$5.
- 7.—THE LEDGER CUP, Presented.—Value \$... 2 miles. For all Ponies. Three to start from opposing stables or no race. Winner of the KULANGSEU CUP 7 lbs. extra. Weights as per scale. Entrance \$5.

THIRD DAY.

- 1.—TAM-SUI CUP.—Presented.—Value \$... 1 mile. For Ponies that have never run at any meeting previous to this. Winners 7 lbs. extra. Entrance \$5.
- 2.—AMOY STAKES.—A forced entry of \$7 each for all Ponies entered at this meeting except in HACK STAKES. 1 mile. 50 per cent. to the Winner and 15 per cent. of value of the Stakes to Second Pony, the balance to the Fund.
- 3.—LADIES' PURSE, Presented.—Once round and a distance. A Walter Race for all Ponies. Weights 12 stone. To be ridden by residents of Amoy and/or Formosa. Entrance \$5.
- 4.—VISITORS' CUP, Presented.—Value \$... 2 miles. For all Ponies. Weights as per scale. Winner of any one Race of 1 mile or over at this meeting 7 lbs. extra, if of two or more such Races 10 lbs. extra. Entrance \$5.
- 5.—CONSOLATION STAKES.—Value \$100. 1 mile. For all Ponies beaten at this meeting. Catch weights. Entrance \$5.
- 6.—CHAMPION STAKES.—1 mile. A forced entry for all winners at this meeting, optional to non-winners. Entrance for each Race won \$10; for non-winner \$5. 15 per cent. of value of the Stakes to the Fund. Weights as per scale.
- 7.—MAROON'S RACE.—For all Ponies entered at the meeting. Once round and a distance. Catch Weights. To be ridden by Chinese.

The fourth consignment of subscription griffins arrived from Shanghai early this morning by the steamship *Olinkiang*. Seven ponies were shipped we understand, but one died before the steamer left Shanghai. The half dozen landed this forenoon appear to be undersized, and a rather rough looking lot, although we must confess that it is a very difficult matter to say anything reliable about unkempt animals just landed from a voyage. Three of the latest arrivals are grey, two dun, and one a bay in colour. The duns are sturdy looking, well shaped ponies, and one of the greys has a racing like appearance. The drawing will take place at Kennedy's Horso Repository at a quarter past five this afternoon.

SHANGHAI AUTUMN RACE MEETING.

Stewards.—W. Couts, Esq., F. D. Hitch, Esq., A. McLeod, Esq., J. M. Ringer, Esq., E. G. Low, Esq., W. Paterson, Esq., O. Fook, Esq.
Clerk of the Course.—BARNES DALLAS, Esq.

FOURTH DAY.—Nov. 5th.

HALF-MILE RACE; for all China Ponies that have run in Shanghai; a sweepstake of \$5 each; weight, 10st. 7lbs.; winners at this meeting, 10st. extra for once race, with 4lbs. additional for each over one. Half a Mile.

Mr. St. Andrew's Fandango, 10st. 8lbs. Mr. Reynell, was the only entry, so the race was declared void.

The "Rose" and "Shamrock" Cup; value \$100; presented; for Griffins that have run and not won a race at this meeting; weight for ponies as per scale; entrance, \$5, to go to the second pony. Three-Quarters of a Mile.

Mr. Kremor's Rialto, 11st. (Mr. Ilbert) 1
Mr. Bill's First Trumpet, 11st. 1lb. 2
Mr. Morevale's Lohair, 10st. 11lbs. 3
Mr. Ring's Moonstone, 11st. 0
Mr. Avly's Steamlight, 10st. 11lbs. 0
Mr. St. Andrew's Troquois, 10st. 8lbs. 0
Mr. St. Andrew's Peter, 10st. 12lbs. 0

The GREAT NORTHERN, STEEPLECHASE; sweepstake of \$5 each, for all China Ponies that have not been placed in a Steeplechase; weight for inches as per scale, with 7lbs. added. Twice Round the usual Steeplechase Course.

Bea-Sale-dit-Bois-Sans-Soif, 11st. 1lb. (Mr. Malherbe) 1
Mr. Lawley's Morven, 22st. 4lbs. 2
Mr. Scraph's Ernani, 11st. 1lb. 0
Socialist, 11st. 4lbs. 0
Vigilant, 11st. 4lbs. 0

The winner came in alone.
"Presumption" Cup; value, \$100; presented; for Ponies that have run at this Meeting and not won a race; weight for inches as per scale; entrance fee, \$5, to go to the second pony. One Mile and a Quarter.

Mr. Ten Brock's Wild Fang, 11st. 3lbs. (Mr. Symons) 1
Mr. Spy's Cascade, 11st. 2
Mr. Wight's Monseigneur, 11st. 3
Mr. Mat. Dawson's Oriole, 10st. 11lbs. 0
Mr. Bill's Second Comet, 11st. 0

Wild Fang and Second Comet were made favorites, the galloway eventually winning very easily. Time 2.46.

The MAROO'S RACE; for all Ponies that have run at this meeting; winners at this meeting excluded; weight, 9st. 7lbs.; entrance, \$5. Once Round. Native riders in racing colours. The stakes to be handed to the riders as follows:—The winner, 5/8ths; second rider, 2/8ths; third rider, 1/8th.

Mr. Bill's Second Violin, 9st. 7lbs. 1
Mr. Kremor's Rialto, 9st. 7lbs. 2
Major Bagstock's Zip, 9st. 7lbs. 3
Mr. Ten Brock's Wild Jack, 9st. 7lbs. 0
Mr. Fungus' Precocious, 9st. 7lbs. 0
Mr. Fungus' Presumption, 9st. 7lbs. 0
Mr. Paul's Gold Bar, 9st. 7lbs. 0

Won in a common canter in 2.41.

The IORA Cup; value, \$100; presented. For Ponies that have run at this Meeting and not won a race; weight for inches as per scale; entrance, \$5, to go to the second pony; one mile.

Major Bagstock's Strathaird, 10st. 5lbs. (Mr. Reynell) 1
Mr. Ten Brock's Wild Earl, 11st. 2
Mr. Wight's Monseigneur, 11st. 3
Mr. Morevale's Lohair, 10st. 11lbs. 0
Mr. Bill's Third Trumpet 0

The old "blue and rose" champion won easily in 2.13.

MAROO'S CHAMPION RACE; for all Chinese Ponies, the property of Members of the Shanghai Race Club; weight, 9st. 7lbs.; entrance, \$5.—Once Round.—Native riders in racing colours.—The stakes to be handed to the winners as follows:—First Pony, 5/8ths; second pony, 2/8ths; third pony, 1/8th.

Mr. Kelly's Shamrock, 9st. 7lbs. 1
Mr. Ten Brock's Wild Seed, 9st. 7lbs. 2
Mr. Chouteur's Problem, 9st. 7lbs. 0
Mr. St. Andrew's Merry Monk, 9st. 7lbs. 0

Shamrock took the lead on entering the straight, and was never afterwards approached, winning easily in 2m. 41secs.—*Shanghai Courier.*

We observe that the steamer *Tsuruga Maru*, Captain Stedman, 660 tons, left Nagasaki on the 1st November, for Wladivostok. The M.B.M.S.S. Co. intend to put on a monthly line of steamers between Nagasaki and Wladivostok, calling at the Korean ports, Fusan and Gensan Siu, and this is the forerunner of the movement.

Duelling would appear to flourish in Saigon. According to the last number of *L'Independant* received, a duel had taken place between two officers of the garrison ending in the death of one of the combatants. As our contemporary states that two other duels, within their own knowledge, had taken place during the same week, happily without fatal results, it would appear that the military tribunals are not so strict in these so-called affairs of honor as they ought to be.

AMOY.

(FROM OUR OWN CORRESPONDENT.)

AMOY, 7th November.

I regret to have to apprise you of the loss of the British steamer *Pakhoi*. Captain Devillo, belonging to Messrs. Butterfield & Swire. The *Pakhoi* had struck on a sunken rock, known as the Ocker Rock, at 6.45 p.m., on Saturday, the 5th instant, whilst she was entering Amoy Harbour, on the flood, taking the inner passage. The bridge of the buoy being too long, it swung out into deep water, and the Captain, a long experienced shipmaster, and well known on the coast as a skilful and careful pilot, thought he was clear of it by the position in which it was lying at the time the occurrence took place. At first hopes were entertained that by discharging her cargo, consisting of Shanghai cotton and rice, she could be got off without much trouble, but I am sorry to say that all endeavours have proved of no avail up to the time of writing, and she is fast settling down.

Since writing the above, information has been brought to me that it has been ascertained that a pinnacle rock has gone slap into the engine-room, and that she is firmly fixed, and many of her plates being clean gone, a very large hole must necessarily be in her bottom. Opinions vary as to whether it is possible to raise her or not; but the latest I have heard, and from an authority than which there is no better in this port, is, that she will probably loosen in her position in a day or two, and with the application of the proper means to raise her there are hopes that this may be effected.

The *Amoy Gazette* says:—It is with regret we have to report the wreck of the steamer *Pakhoi* from Shanghai with a general cargo for this port; whilst she coming into the harbour on Saturday at about 6.45 p.m. she struck on Brown's Rock and remained stationary. Every effort was made to get her off but unsuccessfully. Her decks are all under water at high tide. A great number of cargo boats went alongside and received all the moveables from the steamer. Some of the cargo also has been salvaged. A considerable amount of looting place, the fishermen and sampanmen crowding on board so soon as the vessel's distress was evident, and carrying off ropes, blocks, and everything that could be picked up or cut away. This speaks badly for the police of the port. At the present time the *Faihoi* is lying off the wreck, to which she proceeded so soon as steam could be got up, after the accident. There is every hope that the steamer will eventually be saved.

INDIAN TELEGRAMS.

The following telegrams are taken from the *Englishman*:—

Lahore, 13th October.—News has reached Chaman that Ayub has fled to Persia. He was on the way between Furrak and Herat when the information of the double defeat reached him. The scene of the first battle is supposed to be Kwajeh-i-Chist, about hundred miles east of Herat. Successes are due not to Kudas Khan, but Aulia Khan, whom Ayub had expelled from Tawarra, and who has been at the Char Rimak confederation.

Allahabad, 13th October.—It is reported that General Hume has received orders to return to India with the majority of his division. General Hume is expected to assume the command of Lahore in November, General Cobbe rejoining the Sagar district.

Simla, 14th October.—The capture of Herat was effected by a force under Kudas Khan. He appears to have followed up his defeat of Luinab with great celerity, and was before Herat on the 2nd instant. Luinab was apparently in command of the town with the remnant of his defeated troops and garrison. Kudas Khan is said to have at once commenced siege operations and the place fell on the 4th. As, however, Herat is quite strong enough to have resisted for a much longer time than this any attack that was capable of being brought against it on this occasion, the probabilities are that it was taken by treachery or delivered itself up. It is not known whether Luinab was captured. The whereabouts of Ayub are uncertain. Supposition should say it is not unlikely that he has made his way by this into Persia.

Simla, 16th October.—It appears now to be certain that Ayub Khan has made his way into Persia in the Seistan direction. It is said he fled as soon as he received the news of the first defeat of Luinab by Kudas Khan. It does not seem to be clear what has become of the 16 guns and treasure Ayub was understood to have sent to Herat from Kandahar. Intelligence from Herat, as mentioned in the Press Commissioner's telegram, intimates the capture of only five guns, which apparently

were those left behind by Ayub at the time of his advance, and formed no portion of those sent subsequently.

Simla, 16th October.—From further intelligence from Herat it appears that the army under Kudas Khan took thirty guns in Herat and in the battle leading to its fall.

Simla, 17th, October.—The following are the corps to come down from Quetta:—1st battalion Manchester Regiment, to go to Sinallkote; 13th Hussars, to go to Muttia, 4 and 5 A. 2 R.A., 4th and 9th Bombay N.I.; one of the two companies of sappers and miners, to be selected by General Hume, all to go to Bombay Stations; 2nd Sind Horse, to a Station in Sind to be named hereafter. The movement commences at once. Although nothing has been settled as yet as to the retention of Peshin, there is good reason for saying that the probabilities on the whole are that the frontier as at present existing will be maintained.

Simla, 18th October.—All is quiet in Kandahar, and the Amir is doing his best to restore confidence.

Simla, 19th October.—News from Kandahar states that the Amir is demolishing the residence of the late Wali. Sixty Herati soldiers have deserted in a body and a hundred sowars have been sent after them.

COMMERCIAL INTELLIGENCE.

*THIS DAY, ONE P.M.

The only business transacted on the Stock Exchange since our last issue has been in connection with Dogs. A fair number of sales were reported yesterday afternoon at 31, and afterwards at 30, and the movement has been continued this morning at the last named figure. There are still sellers at 30, would be purchasers offering 29, and we think a large amount of transfers will be negotiated at one of these rates. Banks are very quiet at the old quotation, and nothing else has been inquired after.

SHARES.

Hongkong and Shanghai Banking Corporation—112 per cent. premium.
Union Insurance Society of Canton—\$1,625 per share.

China Traders' Insurance Company—\$1,675 per share.
North-China Insurance Company—\$1,125 per share.

Yangtze Insurance Association—\$1,830 per share.
Chinese Insurance Company—\$305 per share, sellers.

Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—\$150 per share.

Hongkong Fire Insurance Company—\$900 per share, Buyers.
China Fire Insurance Company—\$270 per share.

Hongkong and Whampoa Dock Company—30 per cent. premium, Sales & Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$21 per share premium.

China Coast Steam Navigation Company—\$15.162 per share.
Hongkong Gas Company—\$35 per share.

Hongkong Hotel Company—\$100 per share, Sellers.
China Sugar Refining Company, Limited—\$160 per share, Buyers.

China Sugar Refining Company (Debtors)—3 per cent. premium.
Hongkong Ice Company—\$123 per share.

Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1 1/4 per cent. premium, ex interest.

Chinese Imperial Government Loan of 1881—2 1/2 per cent. premium, Sales.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8
Bank Bills, at 30 days' sight 3/9
Bank Bills, at 4 months' sight 3/9 1/2
Credits, at 4 months' sight 3/9 1/2

On PARIS—Bank Bills, on demand 4.60
Credits, at 4 months' sight 4.8
On BOMBAY—Bank, T.T. 22 1/2
On CALCUTTA—Bank, T.T. 22 1/2
On SHANGHAI—Bank, T.T. 7 1/2

Private, 30 days' sight 7 1/2

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 9th & 10th November 1881.
BAROMETER—1 P.M. 30.060
Do. 4 P.M. 30.042

THERMOMETER—1 P.M. 76
Do. 4 P.M. 75
Do. 1 P.M. (Wet bulb) 71
Do. 4 P.M. Do. 70

BAROMETER—9 A.M. 30.116
THERMOMETER—9 A.M. 73
Do. 9 A.M. (Wet Bulb) 71
Do. Maximum 76
Do. Minimum (over night) 72.

A certain Irish judge having sentenced a convicted prisoner to death, the same prisoner was again convicted of another capital charge, when the judge again passed the death sentence, which he concluded by saying:—"The second sentence to commence immediately after the expiration of the first."

SHIPPING INTELLIGENCE.

ARRIVALS.

Nov. 9, Yortung, British steamer, 286, Goggin, Swatow 8th Nov., General.—Kwok Aohong & Sons.

Nov. 9, Albat, British steamer, 866, H. Lightwood, Taiwanfoo 7th Nov., General.—D. Lapraik & Co.

Nov. 9, NAUTILUS, German bark, 425, Stolp, Newchwang 27th Oct., Beans.—Siemssen & Co.

Nov. 9, YANG-woo, Chinese corvette, 2,000, Chang Sing, Foochow 7th November.

Nov. 9, WOLF, German gunboat, 340, Stranch, Canton 9th November.

Nov. 9, MINERVA, German bark, 319, P. Dahme, Newchwang 23rd Oct., Beans.—Melchers & Co.

Nov. 9, KANG-ohi, Chinese steamer, 688, R. O. Marsden, Haiphong 7th Nov., and Hoihow 8th, Rice.—O. M. S. N. Co.

Nov. 9, CHINKIANG, British steamer, 799, S. M. Orr, Shanghai 6th Nov., General.—Siemssen & Co.

Nov. 9, ERLKONG, German bark, 456, A. Nauroh, Shanghai 3rd November, Beans.—Siemssen & Co.

Nov. 10, AOTIV, Danish steamer, 268, N. O. Rovboeck, Amoy 8th Nov., General.—Arnhold, Karberg & Co.

Nov. 10, OAKLANDS, British steamer, 710, John Payne, Chinkiang 5th Nov., Rice.—Russell & Co.

Nov. 10, KWANGTUNG, British steamer, 674, M. Young, Foochow 5th Nov., Amoy 7th, and Swatow 9th, General.—D. Lapraik & Co.

Nov. 10, WM. MACKINNON, Dutch steamer, 750, J. Oreille, Amoy 8th Nov., General.—Jardine, Matheson & Co.

Nov. 10, WELLE, German steamer, 393, Mossmann, Newchwang 2nd Nov., Beans.—Meyer & Co.

DEPARTURES.

Nov. 9, SPARTAN, American schooner, for Ladrones Islands.

Nov. 9, NINGRO, British steamer, for Shanghai.

Nov. 9, DANUBE, British steamer, for Bangkok.

Nov. 10, SUIY ON, Annamite steamer, for Haiphong.

Nov. 10, CYCLOPS, British steamer, for Amoy.

Nov. 10, HAINAN, British steamer, for Hoihow.

Nov. 10, YANG-woo, Chinese corvette, for Canton.

Nov. 10, CHINKIANG, British steamer, for Canton.

Nov. 10, OAKLANDS, British steamer, for Canton.

Nov. 10, WOLF, German gunboat, for Shanghai.

PASSENGERS.

ARRIVED.

Per Albat, steamer, from Taiwanfoo, 2 Chinese and 3 Malays.

Per Yotung, steamer, from Swatow, 4 Europeans and 60 Chinese.

Per Aotiv, steamer, from Amoy, 88 Chinese.

Per Wm. Mackinnon, steamer, from Amoy, 5 Chinese.

Per Kwangtung, steamer, from Coast ports, Rev. Dr. Dean, and 119 Chinese.

Per Kang-ohi, steamer, from Haiphong, &c., Mr. Tong King Sing, and 51 Chinese.

Per Chinkiang, steamer, from Shanghai, Messrs. Talbot, Maclehoose, Gourdin, Morris, Lewis, Horestmann, Bulow, Strich, Tomlinson and King, the Chief Justice of Kwangtung, and 75 Chinese.

DEPARTED.

Per Danube, steamer, for Bangkok, 161, Chinese.

Per Ningpo, steamer, for Shanghai, 60 Chinese.

REPORTS.

The British steamer Yotung, from Swatow, reports fine weather throughout.

The German bark Nautilus, from Newchwang, reports fine weather throughout the passage.

The German steamer Welle, from Newchwang, reports from the 2nd inst. variable winds; and on the 8th light N.E. monsoon.

The British steamer Chinkiang reports:—Left Shanghai at 10.20 a.m. on the 6th inst., arrived in port at 8 p.m. on the 9th, had moderate monsoon with fine weather throughout the passage.

The Chinese steamer Kang-ohi, from Haiphong at midnight on 6th inst., reports:—Left Haiphong moderate easterly breeze and fine weather; Nov. 8th at 3 a.m. arrived at Hoihow, left again at 2 p.m., arrived at Hongkong at midnight on the 8th. Latter part fresh monsoon and fine weather.

The British steamer Kwangtung, from Coast ports, reports moderate N.E. winds and fine weather throughout. In Foochow, steamers: Tin-tung. In Amoy, steamers China and Namoa. In Swatow, steamers See-wo, Craiglands, Swatow, Wenchow, and Yeh-sin.

The British steamer Albay reports:—Left Taiwanfoo at 00.20 p.m. on the 7th inst., arrived in Swatow on the 8th. Fine weather with light N.E. to N.W. winds. Left Swatow at 5.40 p.m. and arrived in Hongkong at 3.30 p.m. on the 9th, very fine weather, light N.E. winds. In Swatow, steamers Swatow, Foochow, Craiglands, Wenchow, See-wo, and Fokien.

MacEwen Frickel & Co.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwell's, Celebrated Household Stores.
John Moir & Sons', Celebrated Household Stores.

American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES,
BUTTER, Danish & French, Philippe & Canard's PATES &c.,
CHUTNIES & CURRY
POWDER, TEYSSONNEAU'S
FRUITS in juice.

COFFEE, SUGAR, &c., &c.
Wines, Spirits, &c.
CUTLER PALMER & Co.'s "CARTE BLANCHE" HEDDIO & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.
MUMM'S (JULES) CHAMPAGNE
pts. and qts.

NEYEN'S (BODEN) BOUZY, pts. and qts.
EXTRA SEC. quarts.
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVIER PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints and quarts.

ABAUZAN (Chateau), pints and quarts.
ERMITAGE LUDON, THIBCEUF (Chateau), pints and quarts.
CHATEAU LAROSE (Cruiser & Adet's), pints and quarts.

CHATEAU LAFITE, pints and quarts.
FRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints and quarts.
OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konigin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Saccagne's

Palo Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Brandy, Rouyer Guillot & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glenade Whisky; AVH Gin, Swaine Board & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curaçao, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogheads.

Carbonated Waters.
SODA WATER, LEMONADE, TONIC WATER, SASSAPARILLA, &c., &c., &c.

The Finest Stocks of
CIGARS, CAYTE CHEROOTS, PRINCESA CIGARS, AROCEROS, VEGUEROS, &c., &c.

"PERFECTION" All Specially Selected.

IPRESS OF INDIA, and Best NAVY STATIONERY, BOOKS &c.

"Franklin Square" Library, "Seaside" Library, Harper's Half-hour Series, French Novels, Medical Works, School Books, Presentation Books, Works of reference &c.

Stationery for Ladies and Office use. Direct from the manufacturers the best and Cheapest in Hongkong.

Special orders in this line executed on very moderate terms.

Papers ruled to any pattern and stamped Plain, cameo or relief.

Dies engraved to order. Office requisites of every description.

Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware.

Outfitters, Crockery, and Glassware.

Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition.

Sailmaking and Rigging promptly executed.

Intimations.

L E CEROLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

PHOTOGRAPHY.

BARON STILLFRIED, Photographer to the Austrian Court, will REMAIN HERE for Six Weeks or Two Months. He has now OPENED a STUDIO next door to the new Chartered Bank Building, and invites an Inspection of his Collection of PHOTOGRAPHS, PHOTO-CRAYONS, and WATER COLOURS.

Hours from 10 to 1, and from 2 to 4.
PORTRAITS, GROUPS, or OUTDOOR WORK, taken, up to the Largest Size.
Hongkong, 27th October, 1881.

C. L. THEVENIN, COMMISSION AGENT, WINE AND SPIRITS MERCHANT. CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY &c., &c.
HONGKONG HOTEL BUILDING.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER always on hand.
L. MALLORY, Proprietor.
Hongkong, 24th June, 1881.

R. FRASER-SMITH, PUBLIC ACCOUNTANT, ARBITRATOR, AND COMMISSION AGENT. CLUB CHAMBERS, HONGKONG.

NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern. Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

For Sale.

FOR SALE.

MERCHANTILE DIRECTORY of the World, in 3 volumes, comprising the Continental, Price. Foreign and British Portions \$25.00
Select Phrases in the Canton Language 0.50
First Book of Reading Lessons: Part I 0.50
Part II 1.00
DE SOUZA & Co.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to
DE SOUZA & Co.

FOR SALE.

A TABLE Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.

PRICE:—20 cents.
DE SOUZA & Co.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c., Complete.
The Alleys are 79 feet in length, and were laid down about a year ago at a cost of over \$600. They have seldom been played on, and are in splendid condition.

Will be sold a bargain.
Apply to
R. FRASER-SMITH, Club Chambers,
Hongkong, 1st July, 1881.

Intimations.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

D. K. GRIFFITH & Co. MANUFACTURERS OF THE LONDON AERATED WATERS, AND GENERAL AGENTS.
7, Beaconsfield Arcade.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors, English and American Billiards. Tiffin at One o'clock. Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayers East, and advances made on the receipt.
For the MESSRS GODOWN Co.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

A. MILLAR & Co., PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS, OFFICE AND WAREHOUSE FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS—SPRING GARDENS, WANCHAI.

William Schmidt & Co. GUNMAKERS, &c. BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS. RENTS COLLECTED.

BROWN, JONES & Co. UNDERTAKERS. MOURNING STATIONERY, &c. MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

To be Let.

TO LET.

Immediate Possession.
TOP FLOOR of No. 8, Queen's Road Central (above Mr. NOBLE'S).
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS. Apply to
F. PEREIRA, 215, Wanchai Club.
Hongkong, 7th September, 1881.

For Sale.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE (muzzle-loading), Patent Snap Action, Twist Barrels, side-action Locks; in leather case, with Shot Pouch and Powder Flask. Price, \$10. Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

FOR SALE CHEAP.

A First Class PONY PHAETON by Lenny of Croydon.
Apply to
M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881.

FOR SALE.

AUSTRALIAN WINES, PORT AND SHERRY, of the finest quality, from Coolalga Vineyard, Braxton, Hunter River, N.S.W.

Apply to
R. FRASER-SMITH, Club Chambers.

NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Headquarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be \$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG BY FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price. "Telegraph" Office, Hongkong; October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. and O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Activ	3	Nov. 10	Reveback	Danish	268	Arnhold, Karberg & Co.
Albay	3	Nov. 9	Lightwood	British	366	D. Lapraik & Co.
Arratoon-Apear	3	Nov. 5	Mactavish	British	1392	D. Sassoon, Sons & Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Dale	2	Nov. 8	Thompson	British	644	Yuen Fat Hong.
Devonshire	2	Oct. 24	Pervis	British	1513	Russell & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dook Co.
Feronia	3	Nov. 8	F. Nagel	German	1115	Siemssen & Co.
Hongkong	1	Oct. 28	Kennett	British	67	K. Acheong & Sons.
Japan	3	Oct. 6	Gardner	British	1865	D. Sassoon, Sons & Co.
Kang-ohi	3	Nov. 9	Marsden	Chinese	688	O. M. S. N. Co.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	O. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Kwangtung	3	Nov. 10	M. Young	British	674	D. Lapraik & Co.
Menmuir	4	Nov. 8	W. Ellis	British	1247	Gibb, Livingston & Co.
Nona	3	Nov. 8	Wolfel	German	669	Ed. Schellhass & Co.
Oceanic	3	Nov. 6	Metcalfe	British	—	O. & O. S. S. Co.
Pacific	3	Nov. 7	Sachse	German	69	Siemssen & Co.
Romulus	3	Nov. 8	Fremozza	Spanish	591	Dun, Malbye & Co.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Solway	4	Nov. 8	Javis	British	510	D. Lapraik & Co.
Suez	3	Nov. 5	Dodd	British	1390	Jardine, Matheson & Co.
Sumida Maru	3	Nov. 6	Hubenot	Japanese	826	M. B. M. S. S. Co.
Vladivostok	3	Nov. 2	Varonoff	Russian	678	Melchers & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yotung	2	Nov. 9	Goggia	British	286	K. Acheong & Sons.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1192	Melchers & Co.
Agnes Muir	3	Oct. 31	J. Lowe	Brit. ship	901	Arnhold, Karberg & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Begezia	2	Nov. 8	Andersen	Ger. bark	333	Captain.
Brema	3	Oct. 23	Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2	Oct. 18	O. Meyer	Ger. brig	235	Melchers & Co.
Channell Queen	2	Nov. 9	Le Lacheur	Brit. bark	609	Ed. Schellhass & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Erkonig	2	Nov. 9	A. Naurch	Ger. bark	456	Siemssen & Co.
Esmeralda	2	Nov. 7	H. Brook	Ger. bark	738	Siemssen & Co.
F. de Lesseps	4	Oct. 16	Matelet	Fren. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Haward	4	Oct. 28	Samuel Pray	Amer. ship	1093	Captain.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hilda Marian	2	Nov. 7	Johansen	Ger. bark	276	Wing How Tang.
Hindustan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curtis	Amer. ship	797	D. Lapraik & Co.
Isberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Kjobenhavn	2	Nov. 7	Magleby	Dan. bark	353	Wieler & Co.
Kolga	2	Nov. 9	Kieffel	Brit. bark	359	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	806	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Oorning	Brit. ship	1391	Captain.
Lucy	2	Oct. 30	Habekost	Brit. schr.	219	Chinese.
Margrethe	3	Nov. 8	Tessen	Ger. bark	317	Wieler & Co.
McNear	4	Oct. 21	Taylor	Amr. ship	1265	Captain.
Minerva	3	Nov. 9	P. Dahme	Ger. brig	319	Melchers & Co.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
Mozart	2	Nov. 7	H. Storm	Ger. brig	234	Siemssen & Co.
Nautilus	2	Nov. 9	Stolp	Ger. bark	725	Siemssen & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Sept. 6	Vincent	Amr. schr.	81	W. H. Hay.
Souvenir	** Oct.	16	Williams	Brit. bark	482	Captain.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
Ta Lee	2	Nov. 9	C. Stolze	Ger. bark	342	Siemssen & Co.
Titan	5	Sept. 22	C. M. Norris	Amr. ship	1229	Geo. B. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Ichang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping	A. G. Carey	Chinese	360	China Merchant S. S. Co.
Powan	Lefavour	British	1890	H. C. & Macao Steam-boat Co.
Spark	Hoyland	British	140	H. C. & Macao Steam-boat Co.
White Cloud	McDougall	British	352	H. C. & Macao Steam-boat Co.
Yotsai		British	250	Kwok Acheong & Sons.